राष्ट्रीय राजमार्गों का विस्तार किया जाना

5612. **श्री नरेश यादव** : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) विगत तीन वर्षों के दौरान सम्पूर्ण देश भर में राष्ट्रीय राजमार्गों का कितना विस्तार किया गया है ;

(ख) बिहार राज्य में राष्ट्रीय राजमार्ग का कितना किलोमीटर विस्तार किया गया है ;

(ग) बिहार राज्य में राष्ट्रीय राजमार्ग के विस्तार हेतु कितनी योजनाएं सरकार के पास लंबित हैं ; और

(घ) सरकार उन पर क्या कार्यवाही कर रही है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) तथा (ख) पिछले तीन वर्षों के दौरान राष्ट्रीय राजमार्ग ग्रिड में 369 कि०मी० लम्बाई जोड़ी गई है जिसमें संयोगवश बिहार राज्य शामिल नहीं है ।

(ग) तथा (घ) 8वीं पंचवर्षीय योजना के दौरान बिहार राज्य सरकार ने नए राष्ट्रीय राजमार्गों के रूप में घोषणा के लिए छह प्रस्ताव भेजे हैं । तथापि, 8वीं योजना के दौरान राष्ट्रीय राजमार्गों के लिए दिए गए बहुत ही कम आबंटन के कारण इस स्तर पर कोई नया राष्ट्रीय राजमार्ग घोषित करना कठिन है।

Declaration of National Water Ways

5613. SHRI SARADA MOHANTY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the criteria laid down by the National Transport Policy Committee (NTPC) for declaration of a particular Water Way as a National Way;

(b) the water ways identified by the NTPC for declaration as National Water Ways;

(c) whether Government propose to assess the actual potentials of the identified water ways; and

(d) if so, the details regarding the water ways on which bydrographic surveys and techno-economic studies have been carried out or proposed to be carried out.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The criteria/principles recommended by the National Transport Policy Committee (1980) for declaration of a particular waterway, are as following:—

(i) It should possess capability of navigation by mechanically propelled vessels of a reasonable size.

(ii) It should have about 45 metre wide channel and minimum 1.5 metre depth.

(iii) It should be a continuous stretch of 50 kms., the only exception to be made to waterway length is for urban conglo-merations and intro-port traffic.

(iv) It should pass through and serve the interest of more than one state or it should connect a vast and prosperous hinterland and major port or it should pass through a strategic region where development of navigation is considered necessary to provide logistic support for national security or it should connect places not served by any other mode of transport.

(b) The waterways identified by the NTPC in 1980 for consideration for declaration as National Waterways are The Ganga-Bhagirathi-Hooghly; The Brahmaputra,; The Narmada; The Tapti; The West Coast Canal in Kerala; The Godavari; The Krishna; The Mandovi & Zuari river and the Cumberjua Canal in Goa; The Mahanadi and The Sunderbans

(c) Yes, Sir.

(d) Out of the bove waterways identified by the NTPC for consideration for declaration as National Waterways, the following 3 have been declared as National Wataerways after conducting techno-economic feasibility studies;

(1) The Ganga-Bhagirathi-Hooghly river system from Haldia to Allahabad (1620 kms) as National Waterways No. 1.

(2) The Brahmaputra from Dhubri to Sadiya (891 kms) as National Wateways No. 2.

(3) The West Coast Canal from Kollam to Kottapuram (168 kms.) and Champakara Canal (14 kms) and Udyogmandal Canal (23 kms) as National Waterway No. 3.

Out of the remaining waterways, techno-economic feasibility studies have been undertaken in the Godavari; Krishna; Bramhani (Mahanadi); Sunderbans and Narmada.

Further, it is proposed to undertake a Techno-economic Feasibility study in Mandovi, Zuari rivers and Cumberjua canal in Goa. With regard to Tapti, navigation in this river is limited in tidal reach between Surat and Sea (25 kms.) Since the length is less than 50 kms. as prescribed by the NTPC (1980), it does not qualify for National Waterways.

Proposals for revival of HDPEL

5614. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the proposal for revival of HDPEL, which was under examination of Government, has been shelved or rejected, stating the reasons for the same; and

(b) the number of revival proposals recommended by different expert committees|consultants, which have not been accepted by Government so far, since nationalisation of HDPEL?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Hooghly Dock & Port Engineers Ltd. was nationalised on 28.6.1984. Since then 4 Committees|Consultants had recommended different investment combinations for modernisation and revival of HDPEL. For various reasons including the required rate of internal return (IRR), availability of funds etc., different combinations proposed by the Committees|Consultants were not fully accepted by the Government. The Government has, however, approved some of the schemes recommended by the said Committees/Consultants. Besides, Govt. has also spent on HDPEL till 31.3.95, a sum of Rs. 49.23 crores including a sum of Rs. 15.56 crores exclusively for renewals and replacements of production facilities.

Response of Private Entrepreneurs to BOT scheme

5615. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what has been the response of the private entrepreneurs to Build,